

New York Stock Market

NEW YORK, October 29.—The day saw a considerable revival of speculative interest in the stock market. The cause of the revival was found in the easing of the money market, and the confidence manifested that conditions would further relax with the passage of the November 1 money settlements. The source of supply of the additional funds offered in the money market was believed to be London, where it was reported private bankers had been induced to replace some of the funds recently recalled in response to the manoeuvres of the Bank of England to raise the interest in the London market in order to attract gold to that center.

The feeling that with the passage of the stock market settlement and the November payments, money markets would relax seemed to obtain in London as well as here.

The stock market proved broad and active, and a comprehensive advance in prices was effected. The covering operations of a substantial short interest left outstanding as a consequence of the recent bearish movement of the professional element were given credit for a good part of the day's buying.

Vigorous recoveries in several stocks which have hung back in recent movements, notably the Hill railroads were a feature of the day.

United States Steel still absorbs a large proportion of the total dealings, and its aggressive advance formed an effective leadership. This was supplemented by fresh strength in Union Pacific, Southern Pacific and Pullman.

The bond market broadened out quite materially and with a substantial demand in small lots, which suggested investment buying. The tone was firm. Total sales, par value, \$4,452,000.

United States bonds were unchanged on call.

Total sales to-day were 1,063,100 shares.

NEW YORK, October 29.—Money on call firm; 3/4 at 100; ruling rate, 4; closing bid, 3 3/4; offered at 4 per cent. Time loans ending: sixty days, 4 1/4; ninety days, 4 1/2; six months, 4 1/4 to 4 1/2 per cent. Prime mercantile paper, 5 to 5 1/2 per cent. Sterling exchange steady, with actual business in bankers' bills at \$4.83 1/2 for sixty day bills, and \$4.82 1/2 for ninety day bills. Commercial bills, \$4.82. Bar silver, 50 1/2. Mexican dollars, 43.

RICHMOND STOCK MARKET.

Richmond, Va., October 29, 1909.

SALES AT BOARD.

Virginia-Colorado Chemical preferred—23 at 120.

STATE SECURITIES.

North Carolina 4s, C. 1906—95 1/2

Virginia 5s, Old, C. 1906—95 1/2

Centuries 4s, C. 1906—95 1/2

CITY SECURITIES.

Richmond City 4s, R. 1906—100 1/2

Rich. City 4s, C. and R. 1906—100 1/2

RAILROAD BONDS.

A. C. L. R. Co. 4s, C. 1906—95 1/2

C. & O. R. Co. 4s, C. 1906—95 1/2

Georgia Pac. 4s, C. 1906—95 1/2

Georgia, So. and Fla. 4s, C. 1906—95 1/2

Chesapeake and Ohio 4s, C. 1906—95 1/2

Norfolk and West. Ry. 4s, C. 1906—95 1/2

Rich. and Dan. Ry. 4s, C. 1906—95 1/2

Seaboard Air Line 4s, C. 1906—95 1/2

Southern Railway 4s, C. 1906—95 1/2

So. Ry. 4s, C. 1906—95 1/2

STREET RY. STOCKS.

Va. Ry. and Power Co. 4s, C. 1906—95 1/2

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RAILROAD BONDS.

Atlantic Coast Line 4s, C. 1906—95 1/2

Chesapeake and Ohio 4s, C. 1906—95 1/2

Norfolk and Western 4s, C. 1906—95 1/2

Rich. and Dan. Ry. 4s, C. 1906—95 1/2

Southern Railway 4s, C. 1906—95 1/2

BANK AND TRUST CO. STOCKS.

American National 4s, C. 1906—95 1/2

Broad Street Bank 4s, C. 1906—95 1/2

Bank of Richmond 4s, C. 1906—95 1/2

City 4s, C. 1906—95 1/2

First Nat. Bank 4s, C. 1906—95 1/2

Mechanics National 4s, C. 1906—95 1/2

National Bank of Virginia 4s, C. 1906—95 1/2

Planters National 4s, C. 1906—95 1/2

Savings Bank of Richmond 4s, C. 1906—95 1/2

Virginia Trust Company 4s, C. 1906—95 1/2

INSURANCE COMPANIES.

Virginia Fire and Marine 4s, C. 1906—95 1/2

MISCELLANEOUS.

American Tobacco 4s, C. 1906—95 1/2

American Locomotive 4s, C. 1906—95 1/2

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Official Range and Sale of Stocks in New York.

SALES:	By THOMAS BRANCH & CO. Bankers and Brokers.			Bid. Asked. SALES:			
	Open.	High.	Low.	Closing.	Open.	High.	Low.
Amer. Agri. Chem. Co.	14 1/2	15 1/2	14 1/2	14 1/2	4000 Int. Metropolitan, pfd.	100	100
4,000 Allis-Chalmers	14 1/2	15 1/2	14 1/2	14 1/2	100 Int. Mer. Marine, pfd.	25 1/2	25 1/2
1,000 Allis-Chalmers, pfd.	14 1/2	15 1/2	14 1/2	14 1/2	100 Int. Mer. Marine, pfd.	25 1/2	25 1/2
1,000 Allis-Chalmers, pfd.	14 1/2	15 1/2	14 1/2	14 1/2	100 Int. Mer. Marine, pfd.	25 1/2	25 1/2
1,000 Allis-Chalmers, pfd.	14 1/2	15 1/2	14 1/2	14 1/2	100 Int. Mer. Marine, pfd.	25 1/2	25 1/2
1,000 Allis-Chalmers, pfd.	14 1/2	15 1/2	14 1/2	14 1/2	100 Int. Mer. Marine, pfd.	25 1/2	25 1/2
1,000 Allis-Chalmers, pfd.	14 1/2	15 1/2	14 1/2	14 1/2	100 Int. Mer. Marine, pfd.	25 1/2	25 1/2
1,000 Allis-Chalmers, pfd.	14 1/2	15 1/2	14 1/2	14 1/2	100 Int. Mer. Marine, pfd.	25 1/2	25 1/2
1,000 Allis-Chalmers, pfd.	14 1/2	15 1/2	14 1/2	14 1/2	100 Int. Mer. Marine, pfd.	25 1/2	25 1/2
1,000 Allis-Chalmers, pfd.	14 1/2	15 1/2	14 1/2	14 1/2	100 Int. Mer. Marine, pfd.	25 1/2	25 1/2
1,000 Allis-Chalmers, pfd.	14 1/2	15 1/2	14 1/2	14 1/2	100 Int. Mer. Marine, pfd.	25 1/2	25 1/2
1,000 Allis-Chalmers, pfd.	14 1/2	15 1/2	14 1/2	14 1/2	100 Int. Mer. Marine, pfd.	25 1/2	25 1/2
1,000 Allis-Chalmers, pfd.	14 1/2	15 1/2	14 1/2	14 1/2	100 Int. Mer. Marine, pfd.	25 1/2	25 1/2
1,000 Allis-Chalmers, pfd.	14 1/2	15 1/2	14 1/2	14 1/2	100 Int. Mer. Marine, pfd.	25 1/2	25 1/2
1,000 Allis-Chalmers, pfd.	14 1/2	15 1/2	14 1/2	14 1/2	100 Int. Mer. Marine, pfd.	25 1/2	25 1/2
1,000 Allis-Chalmers, pfd.	14 1/2	15 1/2	14 1/2	14 1/2	100 Int. Mer. Marine, pfd.	25 1/2	25 1/2
1,000 Allis-Chalmers, pfd.	14 1/2	15 1/2	14 1/2	14 1/2	100 Int. Mer. Marine, pfd.	25 1/2	25 1/2
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1,000 Allis-Chalmers, pfd.	14 1/2	15 1/2	14 1/2	14 1/2	100 Int. Mer. Marine, pfd.	25 1/2	25 1/2
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1,000 Allis-Chalmers, pfd.	14 1/2	15 1/2	14 1/2	14 1/2	100 Int. Mer. Marine, pfd.	25 1/2	25 1/2
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